

# ANNUAL PERFORMANCE REPORT



2004

BICYCLE SAFETY

TRAFFIC RECORDS

ROADWAY SAFETY

PEDESTRIAN SAFETY

OCCUPANT PROTECTION

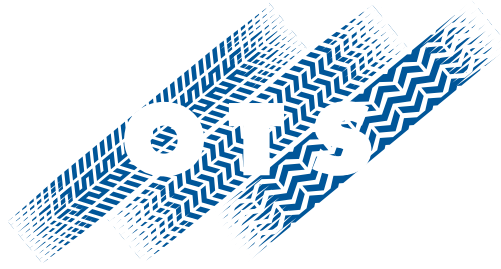
POLICE TRAFFIC SERVICES

ALCOHOL AND OTHER DRUGS

EMERGENCY MEDICAL SERVICES







CALIFORNIA OFFICE OF TRAFFIC SAFETY

# 2004 ANNUAL PERFORMANCE REPORT



CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Arnold Schwarzenegger  
Governor  
State of California

Sunne Wright McPeak  
Secretary  
California Business, Transportation and Housing Agency



**SUNNE WRIGHT MCPeAK**  
**Secretary**  
**BUSINESS, TRANSPORTATION AND HOUSING AGENCY**

Dear Fellow Californians,

During 2004 we concentrated on making our roadways safer for all Californians by implementing programs that combined education, prevention, technological innovation and enforcement to reduce traffic-related injuries and fatalities.

We continued to focus our efforts on increasing seat belt compliance and preventing impaired driving — two top priorities — but we also expanded our outreach by developing innovative youth programs, such as classroom DUI courts, and promoting evidence-based technologies.

Our hard work and dedication are paying off. California has a 90.4 percent seat belt use rate, among the highest in the nation and our MDR is 1.33, well below the nation's average of 1.51. And while we should be proud of these accomplishments, there is still much to be done.

As we point toward 2005, we will continue to strengthen our commitment to improving traffic safety. Last year, we awarded more than \$76 million to 276 grantees — making this the largest highway safety grant allocation in our state's history.

We will continue to focus on impaired driving and occupant protection and have allocated more money than ever — \$32.2 million — to local law enforcement so that they can implement life-saving, results-driven programs. A large portion of these funds will target repeat DUI offenders who have shown a propensity to continually drink and drive; high school education programs, including Every 15 Minutes, Seat Belt Challenge, and Real DUI Courts in Schools; and illegal street-racing enforcement. We will also be expanding our regional DUI "Avoid" programs — offering 30 "Avoids" across our state that involve more than 350 agencies.

These aggressive efforts are only the beginning. In 2005 we will continue to use innovative approaches to address other priority areas, such as pedestrian safety and youth education programs. As always, our resources are allocated where the need is greatest and where results can be achieved. It is this kind of innovative funding that makes our roads safer for all.

As the State's Secretary for Transportation, I commend the collaborative endeavors of the Office of Traffic Safety and I am committed to supporting their efforts in 2005 to save lives and prevent injuries on our roadways.

Sincerely,

A handwritten signature in blue ink that reads "Sunne Wright McPeak".

Sunne Wright McPeak  
Secretary

# **ANNUAL PERFORMANCE REPORT**

**FEDERAL FISCAL YEAR 2004**

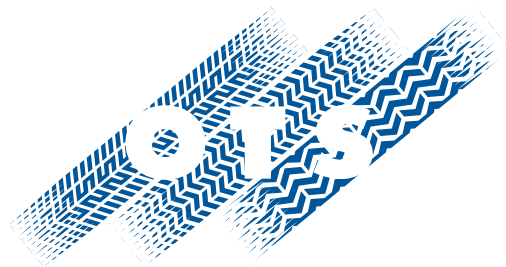
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## TABLE OF CONTENTS

<b>CALIFORNIA TRAFFIC SAFETY FACTS</b>	<b>1</b>
<b>CALIFORNIA OFFICE OF TRAFFIC SAFETY</b>	<b>2</b>
Mission	
Vision	
Funding	
2004 Allocated Funds	
<b>AREAS OF CONCENTRATION</b>	<b>4</b>
<b>2004 PROJECT DISTRIBUTION</b>	<b>6</b>
<b>PROGRAM GOALS AND ACCOMPLISHMENTS</b>	<b>9</b>
<b>PROGRAM AREA HIGHLIGHTS</b>	<b>21</b>
<b>MOVING FORWARD</b>	<b>27</b>
<b>LEGISLATION</b>	<b>30</b>



**CALIFORNIA OFFICE  
OF TRAFFIC SAFETY**

## CALIFORNIA TRAFFIC SAFETY FACTS

- In 2003, 4,227 people died and 306,688 people were injured in California traffic collisions.
- California's 2003 Mileage Death Rate (MDR) – fatalities per 100 million miles traveled – is 1.33\*, much better than the national MDR of 1.51. Fifteen states have a better MDR – but of the ten most populated states only three (New York 1.12, Ohio 1.18 and Michigan 1.25) have a better MDR than California.
- California's 2003 Alcohol Fatality Rate (AFR) – alcohol involved fatalities per 100 million vehicle miles traveled – is 0.49\*, much better than the national AFR of 0.59. Sixteen states have a better AFR than California and of the ten most populated states, four (New Jersey .39, New York .39, Ohio .43 and Michigan .47) have a better AFR.
- California's 2004 seat belt usage rate is 90.4% – which is significantly better than the national average of 80%. Five states have a better seat belt use rate – Arizona 95.3%, Hawaii 95.1%, Washington 94.2%, Oregon 92.6% and Michigan 90.5%. The 9.6% not buckling up in California represents approximately 2 million drivers.
- In California during 2003, 49%\* of vehicle occupants killed in crashes were wearing a seat belt. California's 49% rate far exceeds the national rate of 40%. Four states have a better usage rate – Oregon 58%, Washington 55%, Michigan 50% and North Carolina 50%. NHTSA estimates 344 unbelted vehicle occupants killed in California would have survived, had they simply chosen to buckle up.
- California's 2004 child safety seat usage rate is 89.6% – up from 86.6% in 2003.
- Persons killed in alcohol involved collisions increased 2% – up from 1,416 in 2002 to 1,445 in 2003. Since 1998, California has experienced a 34.8% increase in persons killed in alcohol-involved collisions.
- Injured pedestrians under age 15 decreased 10.3% from 3,980 in 2002 to 3,569 in 2003.
- In 2003, the total number of fatal crashes involving pedestrians was 713 – up from 684 in 2002.

*\*Data Source - Fatal Analysis Reporting System*



## CALIFORNIA OFFICE OF TRAFFIC SAFETY



### WHAT IS OUR MISSION?

The California Office of Traffic Safety mission is to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and property damage that result from traffic collisions.

### WHAT IS OUR VISION?

Our vision is ambitious, but we firmly believe it is being accomplished. OTS contributes to California's overall traffic safety efforts by administering traffic safety grants throughout the State, touching as many state and local agencies as possible.

To realize the vision we emphasize:

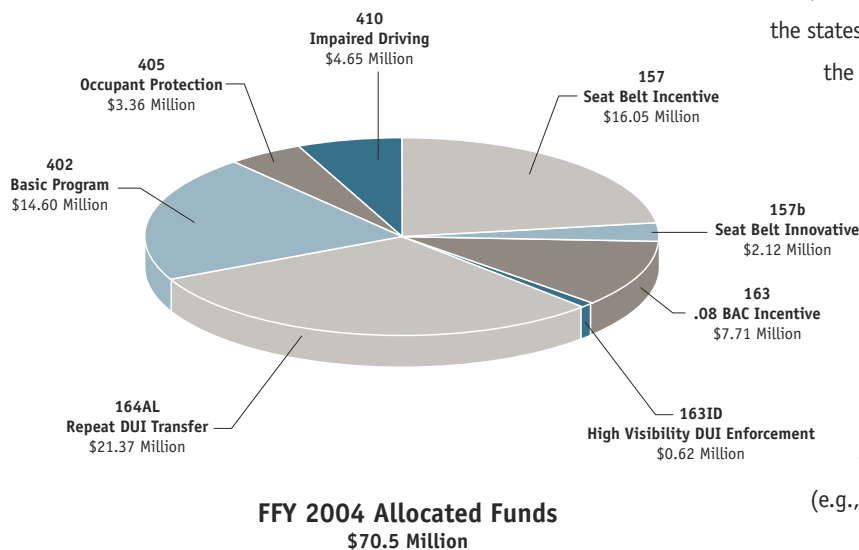
1. Providing service to our clients in all aspects of business practices.
2. Utilizing problem identification and evaluation to focus on the most pressing traffic safety problems and funding the most effective countermeasures.
3. Evaluating and improving policies and procedures by applying future oriented concepts of technology and management.





## HOW DOES CALIFORNIA RECEIVE FUNDING?

The OTS Highway Safety program is a partnership effort between the federal government (National Highway Traffic Safety Administration – NHTSA) and the states. The partnership was created when Congress passed the Highway Safety Act of 1966. The funding for California Federal Fiscal Year (FFY) 2004 resulted from the passage of the Transportation Equity Act for the 21st Century (TEA-21). This was a six year bill which was passed in 1998, but was carried forward into FFY 2004. Funding included the base program (402) and several incentive programs. California qualified for the incentive funds using our stringent traffic safety laws (e.g., immediate license suspension for first offender drunk drivers) and our effective programs (e.g., underage drinking prevention programs).



The California OTS is designated by the Governor to receive federal traffic safety funds for coordinating its highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. OTS then solicits proposals statewide to address the identified problems. Finally, available funds are allocated to state and local governmental agencies to implement traffic safety programs and projects.

These grants support planning to identify highway safety problems, provide start up “seed” money for new programs and give new direction to existing safety programs. The funds are intended to create and help sustain innovative programs at the state and local level, and leverage commitments of state, local and private resources. This Annual Performance Report, required by NHTSA (23 CFR Part 1200) and the California Vehicle Code (Section 2905), provides an update of active traffic safety projects throughout the State of California as approved in our HSP for FFY 2004.

## AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but OTS has the flexibility to determine additional program areas and the amount of funding allocated to each. The areas chosen for funding in the 2004 fiscal year were:

- **ALCOHOL AND OTHER DRUGS**

This program aims to prevent people from driving while under the influence (DUI) of alcohol or other drugs and to remove DUI drivers from the road. Our programs use a comprehensive approach by funding educational, prevention, and enforcement programs and by focusing on high-risk groups. Grant programs include interactive youth education; college campus programs; intensive public information campaigns; education for judges and prosecutors; community organization involvement; equipment purchases including preliminary alcohol screening devices, portable evidential breath testing devices and checkpoint trailer purchases; undercover and sting operations; felony DUI warrant service patrols; stakeout and HotSheet programs targeting repeat DUI offenders on probation; sobriety checkpoints and DUI roving patrol enforcement; and countywide and regional, state and local law enforcement “AVOID” partnerships.

- **OCCUPANT PROTECTION**

The most recent statewide seat belt survey, conducted in August 2004, reports a 90.4 percent seat belt use rate and a child safety seat use rate of 89.6 percent. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check-ups and target teens about using seat belts.



- **COMMUNITY BASED ORGANIZATIONS**

OTS generally defines CBOs as nongovernmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of public safety projects relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances will enhance community access and message credibility in promoting traffic safety within individual communities.

- **EMERGENCY MEDICAL SERVICES**

Timely access to life saving emergency medical services is critical to the reduction of fatalities and life altering injuries resulting from motor vehicle collisions. OTS funds cost effective programs that incorporate effective strategies for improving California's EMS system's ability to meet the needs of motor vehicle collision victims. OTS-funded programs provide life saving equipment, training, reliable ambulance transportation, effective communications, public information, education, access to data and evaluation.

## AREAS OF CONCENTRATION

### • PUBLIC RELATIONS, ADVERTISING AND MARKETING

The cornerstone of all OTS marketing and public relations efforts are programs that focus on traffic safety education and enforcement. Campaigns such as Drunk and Drugged Driving (3D) Awareness Month have gained national recognition for calling attention to the magnitude and severity of driving under the influence; while others such as Child Passenger Safety Week emphasize occupant protection. Many campaigns are held in connection with the more than 670 local grantees, which implement their own traffic safety programs at the local level.

### • PEDESTRIAN AND BICYCLE SAFETY

OTS grantees conduct traffic safety rodeos and presentations in an effort to increase awareness among various age groups. There is a special emphasis on programs designed exclusively for the hard to reach population at the middle and high school levels. These programs are developed to be attractive and interactive in an effort to truly impact the students with the traffic safety messages imparted. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Comprehensive public information campaigns in two or more languages also play a crucial role. To boost compliance with the law and decrease injuries, safety helmets are properly fitted and distributed to children in need for use with bicycles, scooters, skateboards and skates. Court diversion courses are established in several communities for those violating the safety helmet law. Other outreach endeavors have been established for programs targeting the senior population along with a multicultural approach addressing safer driving and walking behaviors.

### • POLICE TRAFFIC SERVICES

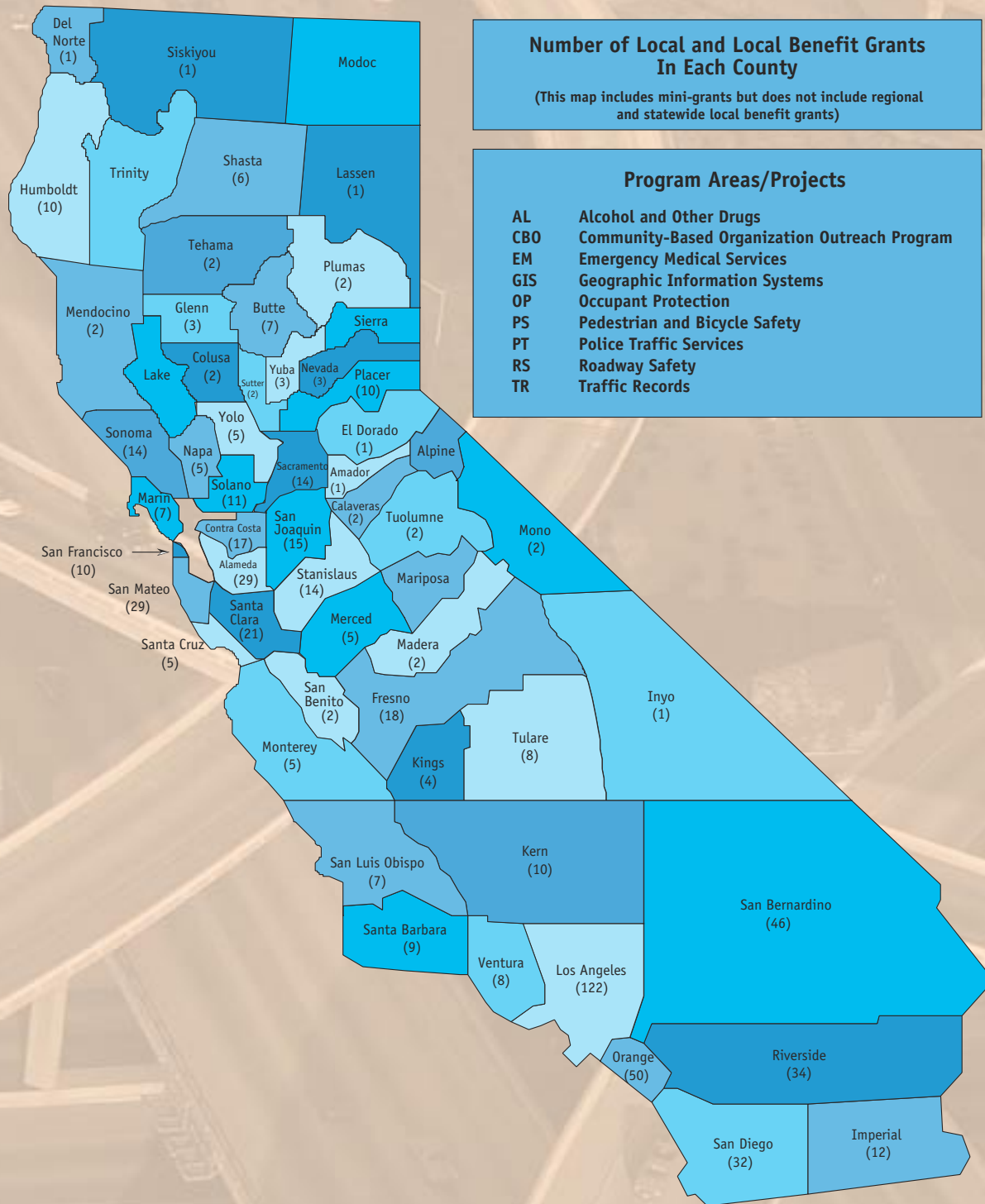
The PTS program focuses on a comprehensive approach to enforce and encourage compliance with seat belt use, impaired driving, speed limit, red light running and other traffic laws. The grants are highly effective in reducing traffic collisions through selective enforcement and education. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury collisions and peripheral crime. Under these programs, a community uses all available public and private resources to identify and attack all of its significant traffic safety problems.

### • ROADWAY SAFETY/TRAFFIC RECORDS

Roadway Safety programs concentrate on the vehicle operating environment and are strongly influenced by enforcement and engineering gathering and utilizing relevant data generated by those activities. Grant funded items include hardware, software and expert services necessary to aid in the automation of manual processes, eliminate process duplication and facilitate enhanced data gathering and data sharing. OTS advocates coordinated system automation efforts to augment local capabilities for the detection, analysis and resolution of traffic safety issues.



## FY 2004 PROJECT DISTRIBUTION





## FY 2004 PROJECT DISTRIBUTION

### LOCAL GRANTS

#### Alameda County (29)

7-AL Enforcement Grants  
1-AL Education Grant  
6-AL Enforcement Mini-Grants  
1-CBO Grant  
1-EM Equipment Grant  
2-GIS Grants  
5-OP Enforcement Mini-Grants  
1-PS Education Grant  
1-PS Equipment Grant  
2-PT Enforcement Grants  
2-RS Equipment Grants

#### Amador County (1)

1-PT Enforcement Grant

#### Butte County (7)

2-AL Enforcement Grants  
1-AL Education Grant  
2-AL Enforcement Mini-Grants  
1-OP Enforcement Mini-Grant  
1-PT Enforcement Grant

#### Calaveras County (2)

1-OP Enforcement Mini-Grant  
1-OP Education Grant

#### Colusa County (2)

1-EM Equipment Grant  
1-OP Enforcement Mini-Grant

#### Contra Costa County (17)

4-AL Enforcement Grants  
1-AL Training Grant  
1-AL Education Grant  
4-AL Enforcement Mini-Grants  
4-OP Enforcement Mini-Grants  
2-PT Enforcement Grants  
1-PT Equipment Grant

#### Del Norte County (1)

1-EM Equipment Grant

#### El Dorado County (1)

1-OP Enforcement Mini-Grant

#### Fresno County (18)

4-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
1-CBO Grant  
2-EM Equipment Grants  
5-OP Enforcement Mini-Grants  
2-OP Education Grants  
2-PT Enforcement Grants  
1-PT Equipment Grant

#### Glenn County (3)

1-EM Equipment Grant  
2-OP Enforcement Mini-Grants

#### Humboldt County (10)

2-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
1-CBO Grant  
1-EM Equipment Grant  
3-OP Enforcement Mini-Grants  
1-PS Equipment Grant  
1-PT Enforcement Grant

#### Imperial County (12)

1-AL Enforcement Grant  
2-AL Enforcement Mini-Grants  
1-EM Equipment Grant  
4-OP Enforcement Mini-Grants  
1-OP Education Grant  
2-PT Enforcement Grants  
1-PT Equipment Grant

#### Inyo County (1)

1-OP Enforcement Mini-Grant

#### Kern County (10)

2-AL Enforcement Grants  
2-AL Enforcement Mini-Grants  
1-EM Equipment Grant  
5-OP Enforcement Mini-Grants

#### Kings County (4)

1-AL Enforcement Mini-Grant  
1-OP Enforcement Mini-Grant  
1-PS Equipment Grant  
1-PT Equipment Grant

#### Lassen County (1)

1-OP Enforcement Mini-Grant

#### Los Angeles County (122)

3-AL Education Grants  
23-AL Enforcement Grants  
26-AL Enforcement Mini-Grants  
1-AL Records Grant  
8-CBO Grants  
5-GIS Grants  
1-OP Education Grant  
35-OP Enforcement Mini-Grants  
6-PS Education Grants  
3-PS Enforcement Grants  
3-PS Equipment Grants  
6-PT Enforcement Grants  
2-PT Equipment Grants

#### Madera County (2)

1-OP Education Grant  
1-PS Education Grant

#### Marin County (7)

2-AL Enforcement Grants  
2-OP Enforcement Mini-Grants  
1-PS Education Grant  
1-PS Equipment Grant  
1-RS Equipment Grant

#### Mendocino County (2)

1-EM Equipment Grant  
1-GIS Grant

#### Merced County (5)

1-AL Enforcement Mini-Grant  
1-CBO Grant  
1-OP Enforcement Mini-Grant  
1-PS Equipment Grant  
1-PT Enforcement Grant

#### Mono County (2)

1-CBO Grant  
1-PS Equipment Grant

#### Monterey County (5)

1-AL Enforcement Grant  
1-AL Enforcement Mini-Grant  
1-CBO Grant  
1-EM Equipment Grant  
1-OP Enforcement Mini-Grant

#### Napa County (5)

2-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
1-EM Equipment Grant  
1-OP Enforcement Mini-Grant

#### Nevada County (3)

1-AL Enforcement Grant  
1-EM Equipment Grant  
1-OP Education Grant

#### Orange County (50)

1-AL Education Grant  
8-AL Enforcement Grants  
13-AL Enforcement Mini-Grants  
1-CBO Grant  
3-GIS Grants  
19-OP Enforcement Mini-Grants  
1-PS Equipment Grant  
1-PT Education Grant  
2-PT Enforcement Grants  
1-TR Records Grant

#### Placer County (10)

2-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
2-EM Equipment Grants  
4-OP Enforcement Mini-Grants  
1-PT Enforcement Grant

#### Plumas County (2)

2-EM Equipment Grants

#### Riverside County (34)

5-AL Enforcement Grants  
10-AL Enforcement Mini-Grants  
2-CBO Grants  
2-EM Equipment Grants  
1-GIS Grant  
11-OP Enforcement Mini-Grants  
1-PS Education Grant  
2-PT Enforcement Grants

#### Sacramento County (14)

2-AL Education Grants  
2-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
1-CBO Grant  
3-OP Enforcement Mini-Grants  
2-OP Education Grants  
1-PS Education Grants  
2-PT Enforcement Grants

#### San Benito County (2)

2-EM Equipment Grants 2

#### San Bernardino County (46)

8-AL Enforcement Grants  
1-AL Evaluation Grant  
9-AL Enforcement Mini-Grants  
2-CBO Grants  
6-EM Equipment Grants  
3-GIS Grants  
13-OP Enforcement Mini-Grants  
2-PS Equipment Grants  
1-PT Enforcement Grants  
1-RS Equipment Grant

#### San Diego County (32)

2-AL Education Grants  
6-AL Enforcement Grants  
12-AL Enforcement Mini-Grants  
1-CBO Grant  
1-EM Equipment Grant  
1-GIS Grant  
1-OP Education Grant  
3-OP Enforcement Mini-Grants  
1-PT Enforcement Grant  
3-PT Education Grants  
1-RS Records Grant

## FY 2004 PROJECT DISTRIBUTION

### San Francisco County (10)

3-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
2-CBO Grants  
1-EM Education Grant  
1-OP Enforcement Mini-Grant  
1-OP Enforcement Grant  
1-PS Education Grant

### San Joaquin County (15)

2-AL Education Grants  
3-AL Enforcement Grants  
3-AL Enforcement Mini-Grants  
1-EM Education Grant  
1-EM Equipment Grant  
4-OP Enforcement Mini-Grants  
1-OP Education Grant  
1-PS Education Grant

### San Luis Obispo County (7)

1-AL Enforcement Grant  
2-AL Enforcement Mini-Grants  
1-CBO Grant  
1-EM Equipment Grant  
2-OP Enforcement Mini-Grants

### San Mateo County (29)

6-AL Enforcement Grants  
5-AL Enforcement Mini-Grants  
1-CBO Grant  
1-EM Equipment Grant  
2-GIS Grants  
2-OP Enforcement Grants  
10-OP Enforcement Mini-Grants  
1-OP Education Grant  
1-PT Enforcement Grant

### Santa Barbara County (9)

3-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
2-EM Equipment Grants  
1-OP Education Grant  
2-OP Enforcement Mini-Grants

### Santa Clara County (21)

1-AL Education Grant  
3-AL Enforcement Grants  
6-AL Enforcement Mini-Grants  
1-OP Enforcement Grant  
6-OP Enforcement Mini-Grants  
1-PS Equipment Grant  
1-PS Education Grant  
1-PT Enforcement Grant  
1-RS Equipment Grant

### Santa Cruz County (5)

1-AL Enforcement Grant  
1-AL Enforcement Mini-Grant  
2-OP Enforcement Mini-Grants  
1-PT Enforcement Grant

### Shasta County (6)

2-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
1-CBO Grant  
1-EM Equipment Grant  
1-OP Enforcement Mini-Grant

### Siskiyou County (1)

1-OP Enforcement Mini-Grant

### Solano County (11)

6-AL Enforcement Grants  
1-AL Enforcement Mini-Grant  
1-OP Education Grant  
2-OP Enforcement Mini-Grants  
1-PS Equipment Grant

### Sonoma County (14)

5-AL Enforcement Grants  
2-AL Enforcement Mini-Grants  
1-EM Equipment Grant  
6-OP Enforcement Mini-Grants

### Stanislaus County (14)

1-AL Enforcement Grant  
2-AL Enforcement Mini-Grants  
1-CBO Grant  
6-OP Enforcement Mini-Grants  
1-OP Education Grant  
1-PS Equipment Grant  
2-PT Enforcement Grants

### Sutter County (2)

1-AL Enforcement Grant  
1-OP Enforcement Mini-Grant

### Tehama County (2)

1-EM Equipment Grant  
1-OP Enforcement Mini-Grant

### Tulare County (8)

3-AL Enforcement Grants  
1-EM Equipment Grant  
1-GIS Grant  
2-OP Enforcement Mini-Grants  
1-PS Education Grant

### Tuolumne County (2)

1-OP Enforcement Mini-Grant  
1-RS Equipment Grant

### Ventura County (8)

1-AL Enforcement Grant  
1-AL Equipment Grant  
3-AL Enforcement Mini-Grants  
1-OP Enforcement Mini-Grant  
1-PT Corridor Safety Grant  
1-PT Equipment Grant

### Yolo County (5)

2-AL Enforcement Grants  
1-EM Equipment Grant  
1-OP Enforcement Mini-Grant  
1-PT Education Grant

### Yuba County (3)

1-AL Enforcement Grant  
1-EM Equipment Grant  
1-PT Education Grant

## REGIONAL AND STATEWIDE IMPACT GRANTS

### California Highway Patrol (CHP)

4-AL Education Grants  
10-AL Enforcement Grants  
1-CBO Grant  
1-OP Education Grant  
1-OP Enforcement Grant  
2-PS Corridor Safety Grants  
2-PT Corridor Safety Grants  
1-PT Education Grant  
13-PT Enforcement Grants  
1-PT Equipment Grant  
1-PT Records Grant

### California Department of Transportation (CALTRANS)

1-AL Education Grant  
1-CBO Grant  
3-PS Education Grants  
1-RS Education Grant  
1-RS Corridor Safety Grant  
1-RS Equipment Grant  
2-RS Evaluation Grants

### Emergency Medical Services Authority (EMSA)

1-EM Education Grant  
1-EM Equipment Grant

### Department of Motor Vehicles

2-AL Evaluation Grants  
1-AL Education Grant  
1-AL Records Grant  
1-TR Education Grant  
2-TR Evaluation Grants  
3-TR Records Grants

### Department of Alcohol and Drug Programs

2-AL Education Grants

### Department of Alcoholic Beverage Control

3-AL Enforcement Grants  
1-AL Equipment Grant

### California Department of Health Services

1-OP Training Grant

### California Department of Social Services

1-CBO Grant

### Judicial Council of California, Administrative Office of the Court

1-AL Training Grant  
1-TR Records Grant

### Metropolitan Transportation Commission

1-RS Evaluation Grant

### California Public Utilities Commission

1-RS Equipment Grant

### Regents of the University of California

2-PT Training Grants  
1-RS Evaluation Grant  
1-RS Training Grant

### University of California - Berkeley

1-AL Education Grant  
2-AL Evaluation Grants

### University of California - Davis

1-AL Education Grant

### California State University - Fresno

1-AL Education Grant  
2-OP Evaluation Grants

### California State University - San Diego

1-PS Education Grant

## PROGRAM GOALS AND ACCOMPLISHMENTS

### OVERALL PROGRAM GOAL

To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008. The state is currently at an MDR level of 1.33, while the national MDR is 1.51.

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, have resulted in the significant decline in deaths and injuries to date.



### ACCOMPLISHMENTS

The mileage death rate in California declined over the years to a low of 1.19 in 1999. However, in 2000 the MDR increased to 1.22, then to 1.26 in 2001, to 1.27 in 2002 and now to 1.33 deaths per 100 million vehicle miles of travel in 2003. Even with the increase, our state is well below the national MDR of 1.51. This APR shows the accomplishments for more than 775 state and local grants.

## ALCOHOL AND OTHER DRUGS

### STATEWIDE GOALS

- To decrease the number of persons killed in alcohol-involved collisions three percent from the calendar year 2002 total of 1,416 to 1,374 by December 31, 2005.
- To decrease the number of persons injured in alcohol-involved collisions two percent from the calendar year 2002 total of 32,041 to 31,401 by December 31, 2005.
- To reduce alcohol related fatalities per 100 million vehicle miles traveled by .02 from the calendar year 2002 rate of 0.50 to 0.48 by December 31, 2005.
- To reduce the percentage of drivers in fatal crashes with a BAC of .08 or above by 0.8 percentage points from the calendar year 2002 rate of 13.8 percent to 13.0 percent, by December 31, 2005.
- To reduce Had Been Drinking (HBD) underage drivers (under age 21) in fatal and injury collisions by two percent from the calendar year 2002 total of 2,396 to 2,349 by December 31, 2005.
- To reduce Had Been Drinking (HBD) drivers age 19-25 in fatal collisions by seven percent from the calendar year 2002 total of 321 to 299 by December 31, 2005.



## PROGRAM GOALS AND ACCOMPLISHMENTS

### ACCOMPLISHMENTS

- Persons killed in alcohol-involved collisions increased 2.1 percent from 1,416 in 2002 to 1,445 in 2003.
- Persons injured in alcohol-involved collisions decreased 2.4 percent from 32,041 in 2002 to 31,283 in 2003.
- Alcohol related fatalities per 100 million vehicle miles traveled decreased .03 percent from 0.52 in 2002 to 0.49 in 2003.
- In 2003, the percentage of drivers in fatal crashes with a BAC of .08 or above was 14.2 percent, an increase of 0.4 percentage points from the 2002 rate of 13.8 percent.
- HBD drivers under age 21 involved in fatal and injury collisions decreased 5.3 percent from 2,396 in 2002 to 2,270 in 2003.
- HBD drivers age 19-25 involved in fatal collisions increased 2.5 percent from 321 in 2002 to 329 in 2003.

### FUNDED PROJECT GOALS (GRANTEES)

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2004.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2004.
- To reduce hit-and-run fatal collisions five percent by September 30, 2004.
- To reduce hit-and-run injury collisions five percent by September 30, 2004.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2004.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2004.
- To reduce HBD drivers under age 21 in fatal and injury collisions by five percent by September 30, 2004.



### GRANTEE ACCOMPLISHMENTS (2004 PROJECTS)

- There was a 57.1% decrease in the number of persons killed in alcohol-involved collisions from the base year number of 112 to 48.
- There was a 33.6% decrease in the number of persons injured in alcohol-involved collisions from the base year number of 3092 to 2054.
- There was a 37.5% decrease in hit-and-run fatal collisions from the base year number of 8 to 5.
- There was a 14.3% decrease in hit-and-run injury collisions from the base year number of 697 to 597.
- There was a 78.6% increase in nighttime fatal collisions from the base year number of 14 to 25.
- There was a 2.7% increase in nighttime injury collisions from the base year number of 780 to 801.
- There was a 6.3% increase in HBD drivers under 21 involved in fatal and injury collisions from the base year number of 1,102 to 1,171.



## PROGRAM GOALS AND ACCOMPLISHMENTS

### GRANTEE ACCOMPLISHMENTS (2003 PROJECTS AND OLDER)

- There was a 45.9% decrease in alcohol-involved fatal and injury collisions from the base year number of 22,104 to 11,957.
- There was a 22.9% decrease in hit-and-run fatal and injury collisions from the base year number of 11,916 to 9,163.
- There was a 21.1% decrease in nighttime fatal and injury collisions from the base year number of 6,153 to 4,854.

Each year, OTS-funded projects aim to reduce fatal and injury collisions caused by drivers driving under the influence of alcohol and other drugs. A summary of fiscal year 2004 activities conducted by all OTS-funded projects with objectives related to alcohol and other drugs is provided in the table at right.

OTS funded 122 local law enforcement agencies to conduct DUI checkpoints during designated time periods that encompass Statewide and National "You Drink You Drive. You Lose" mobilization periods. A summary of activities is provided in the table on the following page.

ACTIVITY	NUMBER
Number of driving under the influence (DUI) checkpoints	976
Number of vehicles passing through	552,247
Number of drivers screened	297,343
Number of field sobriety tests (FST) administered	5,476
Number of DUI arrests resulting from checkpoint operations	2,876
Number of 30-day impounds resulting from checkpoint operations	10,236
Number of DUI roving patrols conducted	1,807
Number of DUI arrests resulting from roving patrols	4,050
DUI Warrant Service	
DUI Warrant Attempts	2,208
DUI Warrants Served	663
Probation Sweeps	
Number of Probationers Compliance observed	252
Number of Probationers Revoked	40
Total number of DUI arrests	28,124
Total number of 30-day impounds	7,742
Alcohol Beverage Control Programs	
Minor Decoy	117
Shoulder Tap	219
LEAD	125
Number trained in Standardized Field Sobriety Testing (SFST)	279
Number of Drug Recognition Experts (DRE) trained	99
Number of traffic safety educational presentations	1,846
Number of students impacted	200,000+
Number of traffic safety community/civic presentations	1,713
Number of people impacted	250,000+
Youth Education Programs	
Number of "Every 15 Minutes" presentations	128
Number of "Reality Check, Student Press Conference" presentations	8
Number of Real DUI Trials	5
Number of live theatrical presentations	3
Number of other Traffic Safety presentations**	261
Number of students impacted by the previous programs	200,000+

\*\* Other Traffic Safety presentations include Sober Grad programs, MADD Fake I.D. programs, MADD Take the Lead programs, and a variety of other educational programs.

## PROGRAM GOALS AND ACCOMPLISHMENTS

### SOBRIETY CHECKPOINT PROGRAM LOCAL LAW ENFORCEMENT 12/1/03 - 9/30/04

	Base Year Data	Operational Data
Number of Checkpoints	42	398
Vehicles Through Checkpoint	2,420	47,397
Drivers Screened	1,148	27,073
Field Sobriety Tests	423	3,103
DUI Arrests	326	1,317
Vehicles Impounded	933	4,950
Criminal Arrests	1,590	3,780

- The child safety seat use rate increased three percent from the 2003 rate of 86.6 percent to 89.6 percent in 2004.
- The number of unrestrained vehicle occupant fatalities as a percent of all vehicle occupant fatalities dropped 2.7 percentage points from the base year 2002 rate of 46.3 percent to 43.6 percent in 2003.

## OCCUPANT PROTECTION

### STATEWIDE GOALS

- To reduce the number of vehicle occupants killed and injured under the age of four, two percent from the calendar year 2002 total of 2,946 to 2,888 by December 31, 2005.
- To increase statewide seat belt compliance 1.3 percentage points from the 2003 compliance rate of 91.2 percent to 92.5 percent by December 31, 2005.
- To increase statewide child safety seat compliance 2.0 percentage points from the 2003 compliance rate of 86.6 percent to 88.6 percent by December 31, 2005.
- To reduce the number of unrestrained vehicle occupant fatalities as a percent of all vehicle occupant fatalities 2.3 percentage points from the calendar year 2002 rate of 46.3 percent to 44.0 percent by December 31, 2005.

### ACCOMPLISHMENTS

- Vehicle occupants under the age of four killed and injured dropped 6.2 percent from the 2002 base year total of 2,946 to 2,763 in 2003.
- The seat belt use rate decreased 0.8 percentage points from the 2003 rate of 91.2 percent to 90.4 percent in 2004.

ACTIVITY	NUMBER
Child passenger safety trainings	482
Law enforcement officers trained	1,756
Firefighter personnel trained	4
NHTSA Certified Technicians trained	316
NHTSA Certified Spanish Speaking Techs Trained	20
NHTSA Certified Instructors trained	5
Non-Technician Level People Trained	1,946
Child safety checkups	382
Child safety seats distributed	14,183
Child safety seats properly fit	17,689
Vouchers distributed	1,583
Special needs seats distributed	17
New fitting stations established	5
Court diversion classes	16
Child seat citations	2,107
Seat belt citations	226,787
Public education presentations	1,386
School assemblies	204
Number of people/students impacted	49,276
High School Seat Belt Challenges	4
Number of students impacted	11,550
Public information developed	
PSAs	27
Billboards	205
Videos	22
Brochures	2,098

## PROGRAM GOALS AND ACCOMPLISHMENTS

### FUNDED PROJECT GOALS (GRANTEES)

- To reduce the number of vehicle occupants killed and injured under the age of four ten percent by September 30, 2004.
- To increase seat belt compliance five percentage points by September 30, 2004.
- To increase child safety seat usage six percentage points by September 30, 2004.
- To decrease the child safety seat “misuse” rate five percentage points by September 30, 2004.

### GRANTEE ACCOMPLISHMENTS

- Vehicle occupants killed and injured under age four decreased nineteen percent from the base year total of 16 to 13.
- Seat belt compliance increased an average of seven percentage points from the base year average of 84 percent to 91 percent.
- Child safety seat usage increased an average of six percentage points from the base year average of 85.5 percent to 91.5 percent.
- Child safety seat misuse decreased an average of five percentage points from the base year average of 93 percent to 88 percent.

## PEDESTRIAN AND BICYCLE SAFETY

### STATEWIDE GOALS

- To reduce the total number of pedestrians killed five percent from the calendar year 2002 total of 702 to 667 by December 31, 2005.
- To reduce the total number of pedestrians injured three percent from the calendar year 2002 total of 14,377 to 13,946 by December 31, 2005.

- To reduce the number of pedestrians killed under age 15 by eight percent from the calendar year 2002 total of 60 to 56 by December 31, 2005.
- To reduce the number of pedestrians injured under age 15 by ten percent from the calendar year 2002 total of 3,980 to 3,582 by December 31, 2005.
- To reduce the number of pedestrians killed, age 65 and older by five percent from the calendar year 2002 total of 172 to 164 by December 31, 2005.
- To reduce the number of pedestrians injured, age 65 and older by three percent from the calendar year 2002 total of 1,525 to 1,480 by December 31, 2005.
- To reduce the total number of bicyclists killed seven percent from the calendar year 2002 total of 125 to 117 by December 31, 2005.
- To reduce the total number of bicyclists injured three percent from the calendar year 2002 total of 11,462 to 11,119 by December 31, 2005.
- To reduce the number of bicyclists killed under age 15 by 10 percent from the calendar year 2002 total of 19 to 17 by December 31, 2005.
- To reduce the number of bicyclists injured under age 15 by five percent from the calendar year 2002 total of 3,080 to 2,926 by December 31, 2005.
- To reduce the number of non-helmeted bicyclists killed as a percent of all bicyclists killed 3.3 percentage points from the calendar year 2001 rate of 85.3 percent to 82 percent by December 31, 2005. (2002 SWITRS data not available)

### ACCOMPLISHMENTS

- Pedestrians killed increased 1.6 percent from the 2002 base year total of 702 to 713 in 2003.
- Pedestrians injured decreased 2.9 percent from the 2002 base year total of 14,377 to 13,954 in 2003.

## PROGRAM GOALS AND ACCOMPLISHMENTS

- Pedestrians under age 15 killed increased 1.7 percent from the 2002 base year total of 60 to 61 in 2003.
- Pedestrians under age 15 injured decreased 10.3 percent from the 2002 base year total of 3,980 to 3,569 in 2003.
- Pedestrians age 65 and older killed increased 11.1 percent from the 2002 base year total of 172 to 191 in 2003.
- Pedestrians age 65 and older injured increased 1.5 percent from the 2002 base year total of 1,353 to 1,373 in 2003.
- Bicyclists killed decreased 0.8 percent from the 2002 base year total of 125 to 124 in 2003.
- Bicyclists injured decreased 5.8 percent from the 2002 base year total of 11,462 to 10,795 in 2003.
- Bicyclists killed under age 15 dropped 21.1 percent from the 2002 base year total of 19 to 15 in 2003.
- Bicyclists injured under age 15 dropped 11.5 percent from the 2002 base year total of 3,080 to 2,725 in 2003.
- The percent of non-helmeted bicyclists killed as a percentage of all bicyclists killed fell 1.8 percentage points from the 2002 base year percentage of 81.6 percent to 79.8 percent in 2003.



ACTIVITY	NUMBER
Traffic safety presentations	1,048
Audience	66,309
Pedestrian and/or bicycle safety presentations	841
Audience	48,441
Traffic safety rodeos	273
Impacted children	22,534
Helmets distributed	8,400
Public information developed	
PSA or articles	28
Brochures/handouts distributed	16,387
Pedestrian safety devices installed	
Active speed zone devices	26
Lighted crosswalks	14
Court diversion programs	8
Violators impacted	72
Saved by the helmet cases reported	90

### FUNDED PROJECT GOALS (GRANTEES)

- To reduce the total number of pedestrians killed and injured by 10 percent by September 30, 2003.
- To reduce the number of pedestrians killed and injured under the age of 15 by 11 percent by September 30, 2003.
- To reduce the total number of bicyclists killed and injured in traffic collisions by 10 percent by September 30, 2003.
- To reduce the number of bicyclists killed and injured under the age of 15 by 9 percent by September 30, 2003.
- To increase safety helmet compliance for children under the age of 18 by 15 percentage points by September 30, 2003.

## PROGRAM GOALS AND ACCOMPLISHMENTS

### GRANTEE REPORTED ACCOMPLISHMENTS

- Pedestrians killed decreased by 82% from the base year of 11 to 2.
- Pedestrians injured decreased by 41% from the base year of 261 to 153.
- Pedestrians killed over the age of 65 decreased by 100% from the base year of 2 to 0.
- Pedestrians injured over the age of 65 decreased by 72% from the base year of 18 to 5.
- Bicyclists injured decreased by 25% from the base year of 223 to 168.
- Bicyclists injured under the age of 15 decreased by 41% from the base year of 76 to 45.
- Safety helmet compliance for children under the age of 18 increased by 12 percentage points from the base year rate of 50% to 62%



### POLICE TRAFFIC SERVICES

#### STATEWIDE GOALS

- To decrease the total number of persons killed in traffic collisions four percent from the calendar year 2002 total of 4,136 to 3,971 by December 31, 2005.
- To decrease the total number of persons injured in traffic collisions two percent from the calendar year 2002 total of 309,407 to 303,219 by December 31, 2005.
- To decrease the number of fatal intersection collisions three percent from the calendar year 2002 total of 669 to 649 by December 31, 2005.
- To decrease the number of injury intersection collisions two percent from the calendar year 2002 total of 65,862 to 64,545 by December 31, 2005.

#### ACCOMPLISHMENTS

- Persons killed in traffic collisions increased 2.2 percent from the 2002 base year total of 4,136 to 4,227 killed in 2003.
- Persons injured in traffic collisions decreased 0.9 percent from the 2002 base year total of 309,407 to 306,688 injured in 2003.
- Fatal intersection collisions rose 10.6 percent from the 2002 base year total of 669 to 740 in 2003.
- Injury intersection collisions fell two percent from the 2002 base year total of 65,862 to 64,537 in 2003.

## PROGRAM GOALS AND ACCOMPLISHMENTS

### FUNDED PROJECT GOALS (GRANTEES)

- To reduce total fatal and injury collisions ten percent by September 30, 2004.
- To reduce speed-related fatal and injury collisions eight percent by September 30, 2004.

### GRANTEE ACCOMPLISHMENTS

- Total fatal and injury collisions fell 11.9 percent from the base year total of 80,022 to 70,463.
- Speed related fatal and injury collisions decreased 21.6 percent from the base year number of 610 to 478.
- Total vehicle related fatalities from reporting projects decreased 35 percent from the base year number of 266 to 173.
- Total vehicle related injuries from reporting projects decreased 26.9 percent from the base year number of 30,920 to 22,609.

ACTIVITY	NUMBER
Radar trailer deployments	2,239
Number of vehicles pass trailer	Over 2,500,000
Enforcement and engineering studies	21
Illegal street racing enforcement operations	10
Number trained in vehicle inspections	1,865
Non-traffic related arrests	
Confiscated weapons	12
Narcotic arrests	164
Stolen vehicles recovered	82
Felony arrests	169

### COMMUNITY BASED ORGANIZATIONS (CBOs)

#### STATEWIDE GOALS

- To effectively conduct a strategic, broad-based CBO funding plan through “umbrella” local and state governmental agencies.
- To award mini-grants to CBOs promoting traffic safety throughout their community.
- To assist CBOs build capacity by sponsoring grant writing and media advocacy workshops, and traffic safety training.

#### ACCOMPLISHMENTS

- Thirty local and state government “umbrella” agencies directed CBO grants.
- These 30 agencies awarded 428 mini-grants to CBOs and directly assisted 447 CBOs through direct provision of resources needed for reaching the CBOs’ memberships.
- Grantee agencies provided technical assistance to CBOs through 220 workshops and 81 teleconferences.

Projects adopt the “Community Based Organizations” concept of addressing traffic safety issues through non-governmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of public safety projects relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances will enhance community access and message credibility. This outreach program firmly establishes CBOs as key stakeholders in promoting traffic safety within individual communities.



## PROGRAM GOALS AND ACCOMPLISHMENTS

### EMERGENCY MEDICAL SERVICES (EMS)

#### STATEWIDE GOALS

- To improve emergency medical services to traffic collision victims in rural California communities by identifying and supporting programs that facilitate the delivery of quality emergency services within the critical “golden hour.”
- To improve California’s emergency medical services delivery system through the replacement of outdated and unreliable emergency vehicles and equipment.
- To continue to assess and improve California’s emergency medical services communications system.

#### ACCOMPLISHMENTS

- In order to facilitate the delivery of quality emergency services within the critical “golden hour,” OTS provided funding for training, life saving medical and rescue equipment, reliable communications equipment, education and emergency transportation.

- The EMS delivery system was improved in 64 California communities through the distribution of hydraulic extrication and other specialized rescue equipment, airbag lifting systems, emergency vehicles and ambulances.

- A pilot EMS communication system has been designed and implemented in Imperial County.

#### FUNDED PROJECT GOALS (GRANTEES)

- To design and implement a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology.
- To implement a “lights and siren” public information and education program.

ACTIVITY	NUMBER
Communities receiving first responder equipment (e.g. vehicles, extrication equipment and air bag lifting systems)	64
First responders receiving up-to-date training in the safe and effective use of extrication equipment	1,103
Sets of extrication tools purchased and placed into service (a single hydraulic tool or a combination of tools {airbags, hydraulic and non-hydraulic tools} placed in service at one location)	50
Communities receiving specialized low angle rescue equipment for response to collisions in mountainous terrain	2
Communities receiving specialized equipment for scene assessment and response in low visibility situations	3
Communities receiving rescue vehicles	7
Communities receiving ambulances	3
EMT training provided to rescue personnel	57
Traffic safety education community events held	68
Persons impacted	28,390
Thermal imaging devices purchased	3

## PROGRAM GOALS AND ACCOMPLISHMENTS



- To ensure public works and law enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- To improve the Traffic Engineering Department's customer service by reducing the time that it takes to produce and track collision reports. Further our program endeavor to reduce by 50 percent the time that it takes to identify and analyze high collision locations. The corresponding salary savings are to be tracked and reported.

### GRANTEE ACCOMPLISHMENTS

- The Imperial Valley Emergency Communications Authority (IVECA) was selected to pilot improvements to California's EMS communication system. Initial communication system design has been completed and implementation is underway.
- The "Please Abide, Move Aside" program was implemented in two California communities reaching more than 19,500 persons. This public information campaign encourages the driving public to yield safely to responding emergency vehicles.
- The NHTSA "First There, First Care, Bystander Care for the Injured" program was provided to 980 high school driver education students from 11 rural Northern California communities. The program teaches students five simple but essential steps: stop to help, call for help, assess the victim, start the breathing and stop the bleeding.

### ACCOMPLISHMENTS

- Statewide data indicates that automated collision and citation analysis based Geographic Information Systems (GIS) were developed in 34 jurisdictions. Of those 34 jurisdictions, eleven (29 percent) involved the development of a shared system among jurisdictions and or among agencies within a single jurisdiction.
- This joint system development effort ensures the sharing of traffic related data between engineering and enforcement agencies. Ultimately, the shared system leads to a more timely data access and data collection. The development of these systems generally replaces archaic manual or flat file systems.
- The new systems result in enormous and lasting efficiency for each of the involved agencies. Reports from a number of agencies indicate timesavings of 60 percent with the new GIS systems. The timesavings results in increased customer satisfaction and enhanced staff productivity.

## ROADWAY SAFETY/TRAFFIC RECORDS

### FUNDED PROJECT GOALS

- To establish Citywide and Countywide Geographic Information Systems (GIS) and/or other Automated Collision Analysis Systems including hardware, software and network cabling or other linking media to enable data sharing among enforcement agencies, Departments of Public Works and other related agencies.



## PROGRAM GOALS AND ACCOMPLISHMENTS

### PUBLIC RELATIONS, ADVERTISING AND MARKETING

As an experienced marketer of traffic safety programs, OTS Marketing and Public Affairs profiles and highlights innovative marketing, advertising and public relations efforts, and coordinates promotional strategies designed to increase safe driving practices. It also provides situational analysis, determination of objectives and budgets, and media strategies for OTS grantees.

OTS Marketing and Public Affairs continues to strengthen its involvement in the development of numerous effective public education campaigns designed to promote safe driving practices in California. Campaign messages include market-focused Public Service Announcements for seat belt compliance and anti-DUI messaging around major U.S. holiday periods.

#### GOALS

- The overall goal of OTS Public Affairs is to aggressively advance successful statewide and regional traffic safety programs and campaigns that effect behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- In addition, this effort is designed to make safe driving the behavior of choice for all Californians, including diverse audiences and under-served communities.
- OTS Public Affairs works to ensure that OTS accomplishes its mission of reducing fatalities, injuries and economic losses resulting from motor vehicle crashes.



#### ACCOMPLISHMENTS

In 2004, OTS Public Affairs took a leadership role in several statewide and regional campaigns and events.

#### Drunk and Drugged Driving (3D) Prevention Month

The fourth year of the campaign saw a new partner in the challenge of reducing alcohol-related fatalities and injuries: the statewide network of "AVOID" programs. The signature event of 3D Month – COPTails – was featured in Sacramento, San Francisco, Fresno, Los Angeles and San Diego and signaled the start of the campaign. COPTails promotes the use of designated drivers in a social arena with uniformed officers as the messenger. Three of the events (Sacramento, Fresno, and San Francisco) were tied directly with state "AVOID" holiday kickoffs, where law enforcement agencies join together to crack down on the drinking driver. 3D Month is a partnership among OTS, the California Highway Patrol, the Department of Alcoholic Beverage Control and the California Restaurant Association. The month-long campaign drew more than 300 electronic and print media placements valued at more than \$400,000. The campaign was recognized for excellence in 2004 by the California State Information Officers Council and the Sacramento Public Relations Association.

## PROGRAM GOALS AND ACCOMPLISHMENTS

### Sports & Entertainment Marketing

OTS is a national leader when it comes to sports and entertainment marketing. Now in its tenth year, the Sports & Entertainment Marketing Program included partnerships with the Anaheim Angels, San Diego Padres, San Francisco Giants, Fresno Grizzlies and Sacramento River Cats (baseball); Los Angeles Galaxy and San Jose Earthquakes (soccer), SleepTrain Amphitheater (concerts) and FleetWeek. The campaign promotes seat belt use and anti-DUI messages to the more than two million people who cumulatively attend these events. OTS partners with local law enforcement, the California Highway Patrol and local and regional OTS grantees for each event.

### Seat Belt Mobilizations

OTS puts seat belt use front and center as one of the simplest acts one can do in a vehicle to save a life. Working with the California Highway Patrol and local enforcement agencies, OTS participated in two major national and statewide seat belt mobilizations: the November 17-30 statewide mobilization over the Thanksgiving holiday, and the May 24-31 ABC Buckle Up America Mobilization. In an effort to increase seat belt use statewide, the Office of Traffic Safety strengthened its marriage with local law enforcement in 2004 through the California Seat Belt Compliance Campaign. This year, more than 220 agencies will share \$3.5-4.0 million in grants.

### Grantee Media Support

OTS Public Affairs continues to assist local grantees in their public relations and media efforts. In 2004, OTS worked with more than 150 grantees on activities ranging from events to news releases, placement of op/eds and specialty articles. As a result, OTS assisted grantees by participating in more than 100 print and electronic media interviews to help drive home key messaging on driving under the influence, occupant protection and child passenger safety.

### Online Resources

OTS' revamped Web site ([www.ots.ca.gov](http://www.ots.ca.gov)), in its ninth year, continues to be a trusted and renowned information resource for grantees, industry professionals and the general public. From the latest news from the field, to current legislation, to inclusion into the workings of OTS' traffic safety campaigns and community events, the site itself is ever changing with new information being added on a weekly basis. The OTS kid's site has grown as well since its inception in 1999 and remains focused on reaching, children, adolescents, parents and teachers with accessible traffic safety information. The site's summaries, statistics, interactive games and community involvement opportunities promote a safe lifestyle and add to the education and wellbeing of California's youth. The site's highlight is an interactive quiz featuring the California Highway Patrol's mascot, CHiPper. Through the third quarter of 2004, hits to the OTS Web site numbered more than 135,000.

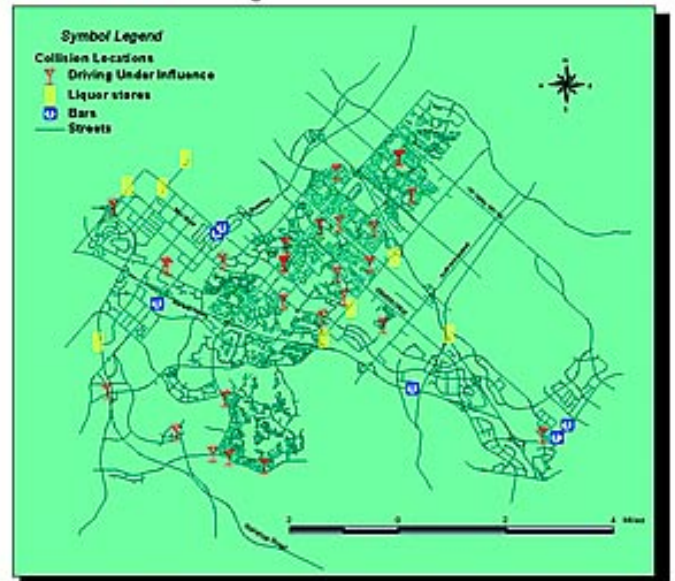
## PROGRAM AREA HIGHLIGHTS

### ALCOHOL AND OTHER DRUGS

The Contra Costa County Superior Court Driving Under the Influence Traffic Safety Project promoted DUI traffic safety by building resource information for regional and local criminal justice practitioners, high school and college-age drivers and the Spanish speaking community, and provided the local judiciary and criminal justice practitioners with a forum for staying abreast of changes in DUI case processing and sentencing/treatment alternatives, responding to changes and finding cost effective ways to deliver services to defendants. These were achieved through the “DUI and the Courts - Getting the DUI Offender Through the System” one day seminar. In attendance were 68 participants from Contra Costa and neighboring counties; ranging from Probation Officers, Judges, and treatment specialists. The seminar included a panel discussion between a Superior Court Judge and Court Probation Officer, Health Services Program Manager, Chief and Court Liaison Officer of DMV. It also included breakout groups with roundtable discussions of local problems, solutions and successes. This project was also successful in conducting a “Youth Against Drunk Driving Video Contest.” The awards were presented at a ceremony and the winning video is being aired on a local public station.

“AVOID” programs have become a valuable weapon in the arsenal of programs funded by OTS to discourage drinking and driving. “AVOID” is a countywide effort of DUI enforcement and public education aimed at reducing fatal and injury DUI collisions during select holiday periods. The campaigns enlist a single host agency to spearhead the effort to organize all local enforcement agencies (including local CHP) to present a united front aimed at removing the drinking driver from the roadway. The campaigns generally employ a two-pronged approach to achieving their objective: 1) enforcement via DUI checkpoints; and 2) public information and education. The “AVOID” effort has been an effective and efficient way to bring all of the

### Hill Valley 2000 DUI Collisions



resources of a county together in efforts to decrease the crashes resulting from drinking and driving. In one example of this united front, during fiscal year 2004, nine counties in the San Francisco Bay Area participated in a regional AVOID, bringing together at least 125 separate enforcement agencies.

The first year of the DUI Prosecutor Training and Education project through the San Joaquin County District Attorney's Office in partnership with the California District Attorney's Association (CDAA) proved to be productive and successful, with many accomplishments exceeding plans. In conjunction with its effort to improve the competence of DUI prosecutors in California, CDAA distributed ninety-nine DUI Prosecution Manuals primarily at its two training classes. The two and one-half-day New Prosecutors Seminar, attended by thirty-five new prosecutors, focused on case presentation and trial techniques in the context of DUI prosecutions. A one-day regional training, held in Redding and attended by twenty-four rural county prosecutors, showcased DUI case handling and a presentation on Watson Second Degree Murder DUI prosecutions. Another overall goal of the project is to keep California's prosecutors and law enforcement current on emerging issues and new cases by expanding the resources

## PROGRAM AREA HIGHLIGHTS

available to them. To this end, CDAA expanded a DUI Brief Bank, developed with prior grant funding, by adding more than 100 legal papers to the existing cache of 100. CDAA also published a four-page quarterly newsletter, *Behind the Wheel*. This year, the four newsletters were distributed to a total of 20,204 people.

The Office of Traffic Safety continued efforts to reduce alcohol impaired driving among college students. Programs initiated with the University of California, California State University, Department of Alcoholic Beverage Control, along with collaborative programs with local law enforcement focused efforts towards 18-39 year-old university students. Eighteen campuses throughout the state have benefited from activities that include implementing social norm campaigns, conducting alcohol abuse surveys, developing drinking and driving prevention programs such as “Tipsy Taxi” and “Safe Ride Home,” and conducting ABC enforcement/educational programs such as “Decoy Shoulder Tap Operations” and “Licensee Education on Alcohol and Drugs.”

The California Sobriety Checkpoint Program originated with a National Highway Traffic Safety Administration Grant in federal fiscal year 2003. Sobriety checkpoints are an effective way to maximize the deterrent effect of motorists who operate a vehicle while impaired. Studies conducted in California and other states point to the fact that cities conducting frequent sobriety checkpoints report significant reductions in alcohol-involved crashes. OTS funded 122 local law enforcement agencies for \$2,790,000 for federal fiscal year 2004 to conduct 398 Sobriety checkpoints that encompassed two “You Drink & Drive. You Lose” statewide and national mobilization periods.

### OCCUPANT PROTECTION

The California Department of Social Services contracted with the California Rural Indian Health Board, Inc. (CRIHB), to implement the “Drive Safe, Ride Safe” project. Project staff targeted American Indian Tribal Health programs throughout

Northern and Central California, including Mariposa, Amador, Calaveras, Tuolumne County Health Board; Sonoma County Indian Health Project; Toiyabe Indian Health Project; Tule River Indian Health Project; United Indian Health Services; and Warner Mountain Indian Health. CRIHB partnered with the Indian Health Service and developed Safe Native American Passengers (SNAP) – Training for Transporting Children.

This training curriculum has been presented to 45 parents in tribal communities. A summary of activity accomplishments include 223 car seats purchased and distributed, 9 car seat checkups, over 300 car seats inspected, and one person trained as a NHTSA certified technician.



The goal of the California Seat Belt Compliance Campaign (CSBCC) is to increase the seat belt use rate in the state by employing public information campaigns and overtime enforcement during a designated time period. During November 2003 and May 2004 the public information campaign included paid media on radio and television, billboards, posters and handouts and earned media for the August and September campaign. The theme of the public information campaign was “Seat Belts, Remember or be Remembered.” The CHP and local law enforcement agencies assigned overtime to officers whose only duty was to enforce seat belt and child passenger safety laws.

## PROGRAM AREA HIGHLIGHTS

The overtime enforcement in November 2003 and May 2004 occurred during the National Seat Belt Mobilizations (Buckle Up America) which included Thanksgiving Day and the Memorial Day holiday weeks. Two additional one-week enforcement periods were conducted August 12–18 and September 2–8 (included Labor Day weekend). The paid media covered the entire months of November 2003 and May 2004 while the mobilizations were conducted during the following dates with corresponding results and costs (see table on this page).

The Santa Monica Police Department’s “Problem Solving Team” program has made significant strides in public education by developing and producing a high quality pedestrian and motorist safety educational video geared toward the mature adult and also includes vital tips and information for the general audience. This video is professionally presented and narrated by long time Santa Monica resident and actress June Lockhart and is being broadcast on local television channels throughout the Westside and parts of Greater Los Angeles County.

MOBILIZATION DATES	LOCAL AGENCIES	TICKETS	GRANT AMOUNTS	CHP TICKETS	GRANT AMOUNTS	PAID MEDIA AMOUNT	TOTAL
11/17–30/03	181	72,765	\$1,970,308	23,163	\$215,852	\$1,403,674	\$3,589,834
5/24–6/6/04	147	65,036	\$1,676,364	32,837	\$207,237	\$1,300,000	\$3,183,601
8/12-18/04	140	62,539	\$1,492,023	N/A	N/A	0	\$1,539,192
9/2-8/04							
Total		200,340	\$5,138,695	56,000	\$423,089	\$2,703,674.00	\$8,312,627

### BICYCLE AND PEDESTRAIN SAFETY

The Monterey Park Police Department’s “Senior Traffic Safety Program” has emerged as an example of best practices for programs involving two major challenges in traffic safety: mature and non-English speaking population combined. The project produced public service announcements in four different languages using officers and actors whose native tongue was the one targeted (no voiceovers). These pieces focus on pedestrian safety and distracted drivers and were developed in Spanish, Mandarin, Cantonese and English. They are initially being aired on the local cable channels for their respective languages. Also, a radar display trailer is being used in an effort to slow traffic speed around senior centers and housing complexes. The senior pedestrian safety classes are conducted by a Monterey Park police officer, who is at retirement age, to ensure that the audience focuses on the issues presented pertaining to their age group in a comfortable environment. This safety program portion covers an average of 75 seniors per quarter.

The City of El Monte’s “Pedestrian Safety Crosswalk Program” project provided funds for the acquisition of five in-roadway warning light systems to be installed in uncontrolled intersections within the city limits. The primary goal of the project is to decrease fatal and injury collisions in the targeted intersections, thus providing a safer environment for both pedestrians and motorists. Surveys show that pedestrians are encouraged to walk in the project target area as a result of the new safety features.

### POLICE TRAFFIC SERVICES

The Commerce’s East Los Angeles Traffic Safety Program is a comprehensive effort to significantly reduce illegal street racing and associated injuries and deaths in the City of Commerce. The project involves selective enforcement along with education and alternative options. Deputies from the Los Angeles County Sheriff’s Department East Los Angeles Station have received training on methods to deter illegal street racing particularly performed by teenagers and young adults who engage in this activity on a weekly basis. The presence of



## PROGRAM AREA HIGHLIGHTS

enforcement operations has shown a decrease in the activity and only sporadic occurrences have been detected since the program started. For example, the first grant-funded Illegal Street Racing enforcement operation yielded 11 citations for equipment violations, suspended driver licenses and outstanding warrants. There were also three misdemeanor arrests and three vehicles were impounded for 30 days. After this operation, a significant decline in illegal racing activity was observed for several weeks. Also, during the enforcement operations, drivers are offered passes to an alternative legal venue for racing their vehicles in a nearby speedway. An educational contact with “racers” is also made on a continuous basis focusing on the dangers of street racing, use of seatbelts, and driving while intoxicated.

The University of California Berkeley Traffic Safety Evaluations for California Communities provides technical assistance to improve traffic safety for local governments throughout California by conducting professional in-depth evaluations of local traffic engineering and enforcement conditions. During fiscal year 2004 the project conducted and provided written evaluations and recommendations to sixteen cities in California. Evaluation visits are made by teams of experts overseen by a traffic safety expert on staff of the Institute of Traffic Safety Technology Transfer



Program. The evaluations are performed on a first come first served basis. In addition, the evaluations conducted through this program are provided to requesting agencies free of charge.

### COMMUNITY BASED ORGANIZATIONS

Statewide, the community based organizations utilized various outreach mechanisms for fostering equal opportunity to all non-profit organizations in applying for mini-grants. These mechanisms included media advocacy through published articles publicizing the OTS funded opportunities, and broadcast interviews, advertisements in newspapers and trade publications directing non-profits to key contact personnel with the OTS grantees, word-of-mouth, e-mail outreach through internet research of non-profits, and direct solicitation meetings. Grantees made appointments with non-profits to go to them and explain the program. Each grantee developed Requests for Proposals (RFP), and sent them out to the non-profits. Upon receipt of the proposals, the grantees convened meetings to evaluate the proposals and select non-profits for contracting mini-grants. Following notification of selection, the non-profit organizations met with the grantees for small technical assistance conferences where they learned the key bureaucracy for administering their mini-grants. Grantees conducted many teleconferences allowing geographically dispersed parties to all hear the same information and voice concerns without having to travel great distances, promoting efficiency and effectiveness since the parties involved are volunteers.

Implementation has proved very successful in getting OTS funding to grass roots community based organizations that otherwise might not have had access to funding. Among the many beneficiaries are non-English speaking communities involving cultures of African American, Latino, Russian, Lithuanian, Ukrainian, Romanian, Korean, Vietnamese,

## PROGRAM AREA HIGHLIGHTS

Japanese, Chinese, Laotian and Cambodian. The outreach regardless of culture and language has benefited advancement of bicycle and pedestrian safety, preventing distracted and drowsy driving, safety of older drivers, preventing DUI, skateboard, scooter, in-line skating safety, seatbelt usage, and child passenger safety seat access, proper installation and usage.

The City of Oakland Community Education & Development Agency's (CEDA) project, The Oakland Community Based Organization Traffic Safety Project, uses an independent review board and evaluation process for implementing its program. The board made two types of grants available to CBOs: Programmatic grants and Materials-only grants. The Programmatic grants afforded up to \$12,000, and were comprehensive grants that included staff and direct costs. The Materials-only grants afforded up to \$4,999, and enabled schools and neighborhood organizations to purchase and distribute much needed educational supplies, bicycle helmets, and safety vests. To ensure citywide coverage, the project funded CBOs across Oakland's seven council districts. The project funded a total of 21 agencies including the following: Asian Health Services, La Clinica de La Raza and 100 Black Men of the Bay Area. The funded programs addressed pedestrian and bicycle safety, driving under the influence of alcohol or other drugs (DUI), and child passenger and child passenger safety seats including booster seats.

The Riverside County Department of Public Health, Injury Prevention Services Program, contracted six mini-grants. Recipients included the Asian American Resource Center allowing it to participate in health fairs and develop traffic safety advertising for the Asian community. The Volunteer Center of Riverside implemented its parental component of a Teen DUI alternative sentencing program. The Quail Valley Healthy Communities, Project LIFT, allowed car seat and bicycle

safety education and distribution. These mini-grant projects reach thousands of citizens through demonstrations, fitting stations, informational outreach and media advocacy.

### EMERGENCY MEDICAL SERVICES

The Plumas County Public Health Agency's "Five County Auto Extrication Equipment Project" provided funds for hydraulic extrication equipment for Modoc, Glenn, Plumas, Tehama and Butte counties. The Emergency Services Foundation coordinated the purchase of sixteen sets of equipment and distributed to North State locations where equipment was either old or did not exist. Representatives from recipient agencies participated in a regional media event displaying the equipment and remarked on how vital this type of equipment is to rural communities. Last year, 49 fire personnel were trained in the use of this equipment and fortunately only one kit was used extricating a traffic collision victim. Extrication time was decreased by 10 percent from 25 to 15 minutes.

The Arbuckle-College City Fire District's "Emergency Response Improvement Project" provided funds to replace a 20 year old set of extrication equipment in the town of Arbuckle along the I-5 Corridor in Colusa County. This agency responded to a total of 86 traffic collisions, including 25 vehicle fires, 13 multiple vehicle incidents, 3 involving tractor trailers, and 4 requiring extrication. This equipment saved a total of 4 victims. Time for the arrival of equipment to the collision site to transport was reduced from 120 minutes to 30 minutes.

### ROADWAY SAFETY/TRAFFIC RECORDS

The County of San Bernardino Association of Governments (SANBAG) has implemented a Countywide Geographic Information System (GIS) involving 23 City Public Works Departments. The grant did not provide site licenses for the police departments to interface with the Public Works Departments, however the groundwork to license them has been laid and simple site license acquisitions will include the police departments.

## PROGRAM AREA HIGHLIGHTS

OTS lauds the San Bernardino County Associated Governments “Automated Traffic Collision Analysis System” project for creating a steering committee that completed the bidding, procurement, and installation of Geographical Information Systems (GIS) software in 23 of its member cities within one year. The project consolidated the time and effort necessary for bidding, procuring and implementing GIS software and support peripheral systems such as workstations, printers, and plotters in a uniform fashion. Completing this procurement assured that all participating cities had immediately upgraded their collision, citation and capital improvement tracking software and hardware immediately improving the accuracy and reliability of this data. Among several benefits of this centralized approach is that all agencies involved in the project were “on the same page” with regard to the accomplishment of stated goals and objectives. As a result of this project there is a solid and complete GIS network throughout San Bernardino County. Consequently, traffic engineers can work cooperatively to analyze data or eliminate

shared hazards, as well as planning roadway safety measures, and completing countywide traffic control device inventories. The collaborative GIS network affords the traffic engineers opportunities to analyze about 14,000 miles of roadway. In turn, they can then provide critical data and plot maps for law enforcement agencies relative to collisions trends throughout the county’s 23 cities. This information helps many agencies throughout San Bernardino, for example, the OTS-funded “Avoid the 25” project for DUI interdiction involving 25 law enforcement agencies in San Bernardino County.





## MOVING FORWARD

The California Office of Traffic Safety will continue to serve as a thought-leader for emerging traffic safety issues, funding results-oriented and innovative programs to help us accomplish our vision of saving lives. OTS is receptive to new ideas. We encourage our current grantees, and those organizations with which we have not worked in the past, to bring us their best ideas for solving traffic safety challenges in their communities. We strive to be customer friendly in all of our programs and work hard to streamline processes and eliminate duplication. Future plans to improve traffic safety in California include:

### EXTERNAL

- Review lists compiled by using statewide statistics for crashes and victims and determine the cities that have what appear to be the worst traffic safety problems. The OTS Regional Coordinators will review the lists and arrange to meet with traffic safety professionals in those cities to discuss remedies to the problems. The Coordinators will help the cities to develop innovative programs utilizing various agencies within the cities to combat the particular problems in a comprehensive and collaborative fashion. Proposals will be submitted to OTS for inclusion into our Highway Safety Plan for FFY 2006.
- Expand our efforts to increase sobriety checkpoints and lead innovative efforts targeting repeat DUI offenders and hardcore drunk drivers, including DUI warrant service patrols, court sting operations, and stakeouts to capture those multiple DUI offenders and hardcore drinking drivers who violate probation or fail to appear in court. OTS will expand the DUI Checkpoint Mini-grant program to include more cities and allow for checkpoints outside of the Federal Mobilization dates.
- Strategically build upon existing Avoid/Regional DUI enforcement and education programs to touch the entire state, and support efforts to again bring the issue of DUI to the attention of all Californians. OTS will work diligently to “close the gap” by encouraging law enforcement agencies in all areas of the state to actively take part in Avoid DUI programs. There are only a few parts of the state where regional AVOID programs are not active and OTS staff will continue to use proactive methods to find host agencies to coordinate regional programs.
- Enhance and expand existing multi-faceted approach to DUI that supports successful, results-oriented programs combining education, prevention, enforcement and prosecution. OTS requested NHTSA conduct an assessment of California DUI programs and NHTSA will make arrangements for that assessment to be held in summer 2005. This assessment includes a panel of DUI experts from throughout the nation who will review and analyze our programs, interview key individuals and provide DUI program recommendations.
- Promote 30-day vehicle impound programs targeting drivers with suspended or revoked licenses. A component of this effort may include the development of ‘hot sheets’ that will be distributed to local law enforcement personnel to aid in the apprehension of these drivers.
- Continue to focus on increasing seat belt use and public information to educate Californians about the lifesaving benefits of seat belt use on each and every ride. Seat belts are the single most effective motor vehicle occupant safety device yet developed for older children and adults. OTS will expand the seat belt mini-grant program to allow University and College Police to participate. Expand statewide seat belt enforcement and outreach to age groups who are not buckling up, with a special focus on teens. OTS conducted the nation’s first statewide survey of teen seat belt use, which showed that teens wear their safety belts 82.6% of the time, while the overall statewide average is 90.4%.
- Continue to provide safety helmets and child safety seats to parents and families in need. At the same time, OTS will

## MOVING FORWARD

ensure parents receiving this life-saving equipment have the training necessary to correctly use the safety device. OTS will continue to advance awareness in the maternity medical communities and distributions of car beds versus infant car seats for low birth-weight infants. These seats assist infants with low birth-weights to be snugly secured in seats specifically designed to meet their restraint needs.

- Expand our successful high school programs aimed at effectively reaching young people in meaningful and impactful ways. This includes the “Every 15 Minutes,” “Seat Belt Challenge,” “Real DUI Court in Schools,” and “Reality Check.” In addition to the expansion of our high school programs, OTS will broaden the reach of our middle school programs, including those, which conduct the actual sentencing part of a DUI trial on campus in front of students. OTS will also look to create more “Youthful Visitation Programs” and “Victim Impact Panels.” It is through the expansion of these reality-based programs that we can realize the most impact.
- Collaborate with the California Highway Patrol (CHP) and other state agencies to examine and analyze demographic trends and establish traffic safety benchmarks associated with the “Tidal Wave II” population of young drivers that is currently hitting California. OTS first forecasted the impact of “Tidal Wave II” in 1997, predicting that the State would experience a 33.5% increase in teens 15-19 by 2007 and with that, an increase in traffic crashes. We will seek to develop new strategies to meet this specific need. Partnerships, joint efforts and strong associations with the media will shed a new light on this challenging arena.
- Develop traffic safety programs for the hard to reach population comprised of youth 10-18 years of age. Collisions involving this age group as drivers, passengers, pedestrians, bicyclists due to DUI, illegal street racing, speeding, reckless driving, etc. are climbing. More innovative programs covering all types of traffic safety areas are needed at the regional level, which can be replicated by jurisdictions of all sizes.
- Work to expand underage drinking enforcement statewide through mini-grants to local law enforcement, providing Responsible Beverage Service training to licensed alcohol outlets. OTS will also expand college DUI prevention programs to additional colleges.
- Continue our long-term traffic safety partnership with our US Air Force Thunderbirds Air Demonstration Squadron, the US Navy Blue Angels, and the US Marine Corps Fat Albert Airlines to conduct photography sessions with peace officers, fire officials and children. Grantees use the photography to create multimedia products such as posters, calendars, mouse pads, and refrigerator magnets showing these military teams’ pilots endorsing traffic safety practices such as safety helmet usage, seatbelt usage, sober driving, and using sober designated drivers.
- Continue to fund projects that support under-served communities. The risk of being injured or killed in a traffic crash is disproportionately high for members of certain groups as defined by race, ethnicity, socioeconomic status, and cultural practices. Latinos, African Americans, and Native Americans are among the most severely affected. Understanding the factors that contribute to these risks is difficult, in part because data that would identify victims as members of these groups is difficult to find.
- Continue our involvement in the OTS sponsored “Older Driver Task Force,” headed now by CHP, to plan and develop programs to address the needs of the older drivers and pedestrians to decrease crash and injury risks now and in the future. Mobility is crucial to the social, physical and economic health of all Californians and one’s drivers license is a key component. The “baby boomer” generation, those born between 1946 and 1964, is now approaching maturity, which means the number of older drivers will increase substantially.
- Stay abreast of all the latest technological innovations and think creatively about countermeasures to confront potential traffic safety problems, including the use of evidence-based

## MOVING FORWARD

technologies such as red light running cameras, vehicle speed feedback signs, flashing beacons at school crosswalks, in-roadway warning lights at crosswalks and countdown pedestrian signals.

- Continue to embrace automation programs that produce timesaving and operational efficiencies, as part of our effort to utilize technological advances to conduct business and save lives. For example, OTS will continue to provide funding to automate the traffic citation and DUI arrest processes. These systems greatly enhance accuracy and eliminate the entry of redundant information. Another example of efficient use of technology is the application of automated collision diagramming to pinpoint key problem areas and identify appropriate solutions. OTS staff will assess the use of countywide GIS programs and facilitate efforts to gain countywide programs through OTS grants.
- Ensure law enforcement has the necessary training and education/information to effectively enforce key traffic safety laws, such as the substantial increase in fines for seat belt violations. This training is also critical as it relates to illegal street racing, as the ability to conduct inspections of illegally modified vehicles is a key component of prevention. Continue training and education for new Prosecutors and Judges to enhance their ability to realize excellence in the adjudication of DUIs.
- Coordinate the development and implementation of regional emergency medical services programs to ensure rural communities have access to the latest “state-of-the-art” rescue and extrication equipment. Regions will conduct assessments of their area to determine the needs and to provide for the best use of funded equipment.
- The 13 most populated cities in California will be approached to determine their interest in receiving up to \$200,000 for overtime to do inspections of vehicles suspected of being illegally modified with street racing equipment.

### INTERNAL

- Continue working closely with the Federal Government to ensure California receives its fair share of federal funding.
- Reduce paperwork to streamline the grant application and reporting processes. We will look towards conducting as much business as possible over the Internet. Using the Internet as a tool can streamline processes and save valuable time and efforts.
- Get the money out quicker, reducing the time between the receipt of federal funds and distribution of those funds to cities/counties and state departments.
- Enhance accountability by expanding and redefining performance measurements.
- Utilize existing staff to conduct internal audit and mapping of processes to identify and implement new efficiencies.
- Develop an employee recognition program to properly recognize employees going above and beyond.
- Building upon the success of OTS’ first ever Grant Writing Workshops in November 2003, OTS will again conduct regional Grant Writing Workshops in the winter of 2004 where we will work with participants to brainstorm new and innovative traffic safety programs.

### MARKETING AND PUBLIC AFFAIRS

- Profile innovative, California-owned safety programs. This also includes effectively communicating the lifesaving and economic savings of traffic safety practices.
- Develop and execute meaningful public education programs designed to engage Californians, not just inform, thereby contributing to a measurable change in behavior. These efforts will also include campaign specific advertising (e.g. DUI, seat belts, inattention/distracted driving and teens).
- Spotlight California’s traffic safety successes and innovative grant programs, strategically linking successful programs and focusing on key program areas that make a difference.

## LEGISLATION

### GOALS

- To ensure California maintains current levels of federal highway safety grant funds through ensuring the efficacy of existing State statutes.
- To secure additional federal highway safety grant funding for California through actively pursuing new traffic safety statutes and enhancements of those statutes that already exist, as necessary.



- To maintain and enhance, if necessary, the current life saving and injury preventing traffic safety statutes relative to:
  - Zero Tolerance (0.01 percent blood alcohol concentration (BAC) as measured by a preliminary alcohol sensing device) for individuals under the age of 21 operating a motor vehicle on roadways.
  - 0.04 percent BAC as the presumptive limit of intoxication for individuals operating truck tractor trailer combinations on roadways.
  - 0.05 percent BAC as the presumptive limit of intoxication for individuals under the age of 21 operating a motor vehicle on roadway.
  - Mandatory use of motorcycle helmets.
  - Child passenger restraint systems and seatbelts. Legislation has passed to require children six years of age or less or who weigh less than 60 pounds to be restrained in a proper car seat.

### ACCOMPLISHMENTS

California was successful in maintaining current levels of federal highway safety grant funds, resulting in increased numbers of funded programs.

During the year there were no significant legislative challenges that could weaken current state statutes that affect traffic safety within the state.

## LEGISLATION ENACTED

During the 2004-2005 Legislative Session, OTS staff monitored and tracked several important traffic safety related bills. The following bills were passed and signed by the Governor and enacted into law:

### **AB 2173 - Driving Under the Influence**

Requires courts to provide a person convicted of a DUI offense with an advisory statement acknowledging the danger of drinking and driving and that a subsequent offense may result in a charge of murder if a person is killed as a result. Documentation of the advisory is included on the abstract of conviction submitted to the Department of Motor Vehicles.

### **AB 223 - Excessive Speed**

Increases the fine for a second conviction of driving in excess of 100 miles per hour within three years of a prior conviction to \$750 and increases the fine for a subsequent conviction that occurs within five years of two or more prior convictions to \$1,000.

### **AB 2785 - Wireless Telephones**

Makes it an infraction to drive a school bus or transit vehicle while operating a wireless phone. Provides for an exception for phone use for work-related purposes or in the event of an emergency.

### **AB 3049 – Commercial Motor Vehicles**

Specifies that a court may not order or permit a commercial driver's license holder to complete traffic violator school (TVS) in lieu of adjudicating any traffic offense. It also specifies that a court may not order or permit a person who commits a Vehicle Code violation in a commercial vehicle, regardless of driver's license class, to complete TVS in lieu of adjudicating any traffic offense. This legislation brings California into Federal compliance.

### **SB 1694 - Driving Under the Influence**

Increases from seven years to ten years during which a prior DUI conviction may increase sanctions for a current conviction. Requires the court to order a DUI offender to attend an alcohol and drug problem assessment program if the offender had a DUI conviction or a disorderly conduct conviction due to public intoxication more than ten years prior to the current DUI conviction. In addition, it requires the court to order participation in an alcohol and drug problem assessment program for a current DUI offense if the offender had a prior DUI conviction in the past ten years regardless of whether the offender participated in a program as a result of the prior conviction.

### **SB 1697 - Driving Under the Influence**

Consolidates all sanctioning authority regarding the suspension or restriction of driver's licenses for DUI violations with the Department of Motor Vehicles.





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